



**APPROVED**  
**SUMMARIZED MINUTES**

**CITY OF SCOTTSDALE  
TRANSPORTATION COMMISSION  
PATHS & TRAILS SUBCOMMITTEE**

**WEDNESDAY, MAY 29, 2019**

**One Civic Center - Agave Conference Room  
Scottsdale, AZ 85251**

**CALL TO ORDER**

The meeting of the Paths & Trails Subcommittee was called to order at 8:32 a.m. A formal roll call confirmed the presence of Subcommittee members as noted below and introductions were made.

**1. ROLL CALL**

**PRESENT:** Michael Kuzel, Chair, Commissioner – Transportation Commission  
George Ertel, Commissioner – Transportation Commission  
Kyle Davis, Subcommittee member  
William Levie, Subcommittee Member

**ABSENT:** Jason Watton, Commissioner – Parks and Recreation Commission

**STAFF:** Susan Conklu, Senior Transportation Planner

**2. PUBLIC COMMENT**

There were no public comments.

**3. APPROVAL OF MEETING MINUTES**

Chair Kuzel called for modifications and approval of the minutes. Commissioner Davis provided corrections.

SUBCOMMITTEE MEMBER DAVIS MOVED TO APPROVE THE MINUTES OF THE APRIL 2, 2019 MEETING AS AMENDED. COMMISSIONER ERTEL SECONDED THE MOTION, WHICH CARRIED 4-0 WITH CHAIR KUZEL, COMMISSIONER ERTEL, SUBCOMMITTEE MEMBER DAVIS AND SUBCOMMITTEE MEMBER LEVIE VOTING IN THE AFFIRMATIVE WITH NO DISSENTING VOTES.

#### **4. BICYCLE FRIENDLY COMMUNITY UPDATE**

Susan Conklu, Senior Transportation Planner, stated that the League of American Bicyclists (LAB) has a Bicycle Friendly Community (BFC) program, recognizing municipalities that actively support bicycling and encourage people to use bikes for transportation and recreation. The evaluation of cities provides measurable goals for improvements. LAB also provides significant resources to communities.

The five Es are:

- Engineering
- Education
- Encouragement
- Enforcement
- Evaluation and Planning

At some point, they will likely include a sixth E, Equity, to ensure more equitable transit options in all areas of a city.

Award categories include:

- Diamond
- Platinum
- Gold
- Silver
- Bronze

Cities hold their award designations for a four-year period. Scottsdale was first awarded Silver in 2005 and was the first community at the time having no university or college to reach Silver level. In 2007, Scottsdale was again awarded Silver. In 2011, Scottsdale achieved Gold status and achieved Gold status again in 2015. With each application, the City receives feedback from LAB. Local reviewers assist LAB evaluate applications. Reviewers include members of the Coalition of Arizona Bicyclists.

Scottsdale held bike workshops at the last application period to educate the public on its efforts. The program was called, "All About Bikes." The City also gathered input from residents on where they would like to see the most improvements in the City. LAB also reaches out to local bike communities to evaluate applications.

In response to a question from Chair Kuzel, Ms. Conklu confirmed that the City has 1.2 percent ridership, however she suspects the percentage is actually higher. The survey pertains to residents only. Chair Kuzel suggested the possibility of a survey that would go out to City employees to report on participation. Ms. Conklu stated that this is already occurring via the Maricopa County travel reduction survey.

Discussion ensued regarding achieving Platinum level. The key steps Scottsdale needs to take to move up to the Platinum level include:

Engineering:

- Continue to expand and improve the bike network through the use of different types of bicycle facilities. LAB is adding a focus on separated/protected bike lanes and buffers, including whether a city is adding miles of paths, trails, bike lanes.
- Install a bicycle wayfinding system with distance and destination information. The department has developed a pilot program for basic distance and directional information from McKellips to Shea. The design is finished and the department continues to request it be put into the CIP. The project rates well but continues to be dropped, meaning that the project will likely have to be completed on a piecemeal basis. The Indian Bend Wash Master Plan continues from McKellips to Thomas.

Subcommittee Member Levie stated he was impressed by the amount of canal paths that include lighting. This extends their use into evening hours.

Engineering (continued):

- Continue to increase the amount of high quality bicycle parking throughout the community.
- Launch a bike share system that is open to the public. As there are a growing number of private bike share systems, there are more questions from LAB on this topic.
- Consider ways to minimize conflicts between bicyclists and golfers, particularly areas where stray balls can create hazards or injure bicyclists. The City has been slowly adding bicyclist detection at signals. There are currently approximately 45 such locations.

Education:

- Continue efforts to expand adult bicycle education opportunities such as commuter classes.
- Develop methods to reach out to seniors and women.
- Work with local bicycle groups or interested parents to expand the Safe Routes to School program to all schools. LAB commented that while the City's focus on younger children is important, they should expand their efforts with middle school age students.

Chair Kuzel sought clarification on the August application deadline with the thought that a six-month buffer would allow the City to complete enough of its goals to qualify. Ms. Conklu stated that LAB allows early application, however she would prefer not to take the chance of applying late. She can inquire as to pushing the schedule, however, it is her understanding that adherence is required. There is the possibility to apply now and then reapply again in one to two years, rather than waiting four years.

Encouragement:

- Increase efforts on Bike to Work Day and Bike to School Day. The City has made significant strides in this area with schools and organizations holding their own events.
- Offer a 'Cycloviva' or open streets type event, closing off a major corridor to auto traffic and offering the space to cyclists and pedestrians. Los Angeles and New York City hold such events. There is the potential for the City to hold an event in a stretch of the Downtown area. Challenges include garnering business support.

Commissioner Ertel asked whether staff have worked with the Chambers on this. Ms. Conklu stated that she has not worked directly with them on this issue. They have worked with Experience Scottsdale on the Tourism plan, which included a biking strategy. Experience Scottsdale primarily focuses on bringing visitors to the City, including from out of state. Commissioner Ertel suggested talking to the organizers of the First Fridays event in Phoenix.

Enforcement:

- Continue to ensure that police officers are educated on traffic laws as they apply to bicyclists and motorists as well as bicycling skills. There has been cross training over the years for the police mounted unit and the bike unit as well as fire and emergency services staff. This is especially helpful at special events.
- Consider an update to the restriction on motorized bikes on paths to account for newer models of electrically assisted bicycles.

Subcommittee Member Levie asked about regular police training from the Transportation Department. Ms. Conklu stated that the Department does not do training with the police department, however, the bike unit encourages officers to go to the Department for bike skills training. She will undertake to inquire whether the training includes not just skills, but the governing laws as well. Subcommittee Member Levie suggested training include changes occurring in regard to e-assist bikes.

Evaluation & Planning:

- Continue efforts to update the 2008 bicycle plan to ensure that state-of-the-art bicycle facilities are included, and that infrastructure planning is complemented with encouragement, education, and enforcement programs. The 2016 Master Plan update was a condensed 40-page plan that did not include significant detail. It does integrate the Trail Master Plan.

Commissioner Ertel asked whether the 2016 Master Plan is sufficient. Ms. Conklu said it is sufficient in terms of the plan network and policies. It continues to include the complete streets policy. It added a roundabout policy (roundabouts shall be considered on new and retrofitted locations).

Evaluation & Planning (continued):

- Adopt a target level of bicycle use (percent of trips) to be achieved within a specific time frame, and ensure data collection necessary to monitor progress. MAG funded two years of regional bike counts. Three to four Scottsdale locations were included. Beginning in October, MAG will be funding annual regional bike counts. MAG also purchased 2016 Strava data and provided it to bike advocacy groups and transportation departments. They also plan to purchase 2017 data.
- Ensure that bicycle counts capture the gender of cyclists to identify any gender gaps.

Subcommittee Member Levie noted the importance of encouraging to download and use the Strava app, so their data can be included and used as justification for additional bike infrastructure.

Ms. Conklu stated that there will be public meetings tomorrow at the Community Design Studio and meetings next Tuesday at Mustang Library. Staff is approximately 75 percent finished drafting the application. Several sections of the application have expanded in detail on topics including bike parking, lighting, bike share, education for students and adults, bicycle-related laws,

funding and implementation. There are bonus points for each of the five Es at the end of the section. Some of the areas she plans to add explanation include wayfinding, signal detection, and new construction. In terms of funding, it is fortunate that the City has a transportation sales tax of two-tenths percent. In November, voters also approved an additional one-tenth percent sales tax for the Arterial Life Cycle Program (ALCP) 30 percent City match for construction projects.

Ms. Conklu addressed Hidden Hills and Adero Canyon adjacent to Fountain Hills. Previously, the only way to get to and from Fountain Hills by bike was to either ride via Shea, go to Dynamite or bring a bicycle in a vehicle. Scottsdale held the public easement at Adero Canyon. It was stipulated that the builder would provide the bike lane. Scottsdale's side of the easement is a public bike pedestrian easement through a private gated community. Much of the issues related to a time period in 2000, when the Scottsdale City Council abandoned Via Linda, where it was to cross a major wash into a small piece of Scottsdale before continuing to Fountain Hills. It was supposed to be built by a builder, who was resistant. Following public hearings, the Planning Commission and Transportation Commission recommended not abandoning, however City Council proceeded with abandonment. The ensuing plan was the selected alternative. After all these years the process is still ongoing. The goal is to demonstrate that the City did attempt to work with the community, the HOA and residents regarding releasing the easement. The City finally closed the easement temporarily to the public until the path was built. The path was constructed wider, with a modified grade and addition of railing. The Town of Fountain Hills built a new trailhead, restrooms and parking area. Discussion ensued regarding the specific path connectors and path directionals.

Chair Kuzel made a suggestion in terms of public outreach (for the collection of feedback regarding bicycle-friendly community topics), in that participants would be allowed to view the questions posed by others to make the process more akin to a discussion board. Ms. Conklu acknowledged that she was uncertain how to set up such a format at this time. Tempe has a similar online forum for its projects. The Department intends to include all the slides from the workshops as well as a comment form. Chair Kuzel also suggested posting the document itself online, so that commenters have a point of reference. The next level might include posting the current working application online. Crowdsourcing may provide the best method for developing a more complete application.

Commissioner Ertel suggested the possibility of working with the Airpark Association in terms of employers with fewer than 50 employees, using Maricopa County's employer survey as a model. Ms. Conklu said she is aware of a Greater Airpark Character Area Plan. The City's economic staff has more of a relationship with the businesses. Staff can begin to develop ideas for reaching out.

## **5. BIKE MONTH UPDATE**

Ms. Conklu reviewed the history of Bike Month. Valley Metro partners with all the cities, including listing city events on its website via the Share the Ride page. They sponsor a Bike Month challenge with prizes and offers a Sweet Deals promotion in conjunction with participating businesses. They design T-shirts annually for distribution to agencies. In Scottsdale, this was the 14th year for Cycle the Arts. The City also holds Bike to Work Day. Ms. Conklu reviewed the history of the Cycle the Arts annual Bike Month activity. The Department partners with Scottsdale Public Arts staff, board members and artists to promote the public art collection and bikeways to

all ages. There is also a focus on the Percent for Art Program and the Capital Improvement Program (CIP). Ride leaders volunteer annually.

The official Scottsdale Cycle the Arts was held on Sunday, April 14th beginning and ending at Scottsdale's Museum of the West. Mayor Lane kicked off the event by speaking about the importance of biking and public art for quality of life in Scottsdale. The route was approximately 13 miles long with nine art stops and approximately 50 participants. Department staff highlight new projects, such as new artwork, a path or bridge. Bike riding is encouraged for all experience levels. Ms. Conklu provided an overview of the route stops and accompanying photographs.

Bike to Work Day was held April 17th. There were stops to pick up a T-shirt and breakfast snacks. General Dynamics was the new sponsor this year. Other sponsors included Phil and Shar Roos, Regroup Coffee and Bicycles, and the Transportation Department. There were approximately 109 riders. Bike to School Day was held May 8, 2019 at Pueblo Elementary School with 50 student participants. The event included helmet fittings, safe riding education, helmet raffle, and bag give-away. Renegade Coffee sponsored the event with snacks and drinks.

Ms. Conklu invited Chair Kuzel to discuss Mohave Middle School. Chair Kuzel stated that his daughter was an eighth grader at the school this year. He noticed some student behavior that indicated the need for some bike education. There were also few helmet users. On May 10th, Chair Kuzel invited Ms. Conklu to meet with him, the principal and parents, during which time Commissioner Kuzel gave a helmet safety presentation. Ms. Conklu provided an overview of the Safe Routes to School Coordinator upcoming position. A parent invited them to return to speak to the Parent Council.

Ms. Conklu reviewed next steps:

- Have a Bike Month debrief with staff and volunteers
- Form a Bike Month Committee for planning the next event
- Promote the event widely to citizens and employees

Chair Kuzel asked whether there is anything to prohibit the City from having its own fall Bike Month event. Ms. Conklu said this is a great question and that Valley Metro has considered this as well. The hesitancy is likely due to limited resources and staffing. Canal Convergence occurs in November as a ten-day event with three planned mini Cycle the Arts events last year. There was little to no attendance at its last event, likely as a result of insufficient publicity. Perhaps the Transportation Department can assist them at the next event with a focus on promotion.

Chair Kuzel also suggested the possibility of a Bike to School Month. Ms. Conklu noted that International Walk to School Day occurs in October.

## **6. OTHER TRANSPORTATION PROJECTS AND PROGRAM STATUS**

Ms. Conklu addressed the Shea Tunnel Project. The new contractor is finishing the design to fix the gabion walls on the north side of the Tunnel. This will be a two- to three-month construction process, after which time they can open the path near 124th Street.

The 68th Street Bridge project finished on time at the end of April with sidewalk and bike lanes across the bridge at the Arizona Canal with an improved connection and removal of the pedestrian bridge.

Work on Drinkwater Bridge continues; she was unable to provide a definitive completion date. In terms of Happy Valley Road, design is finishing with good feedback at recent public meetings. This is an ALCP project from Pima to Alma School, including two roundabouts, bike lanes, trail and path. Ms. Conklu has been reviewing designs and providing input.

The Scottsdale National Golf Development added two roundabouts on Dynamite and Rio Verde area at approximately 122nd Street as well as bike lanes. There is a question as to whether a gap remains in bike lanes. Ms. Conklu will verify this.

A sidewalk gap project was recently constructed near the Arabian Library area near McDowell Mountain Ranch Road and 102nd Place.

Cattletrack Trail is under construction as of last week from McDonald to Lincoln with significant support from the neighborhood.

At the Indian Bend Wash Path Drainage project south of Camelback on the east side, there were issues between this location and the tunnel under Hayden, where maintenance staff indicated they were spending three hours of labor time each day to remove water and debris from the path. This was determined to be a result of the existing path angle and irrigation direction. A fix was performed for realignment and better drainage. This project depleted the Yearly (Y) account funding for the year (however, the fiscal year ends in June).

Ms. Conklu said that the Department now has safety swag for giveaways, such as bike light sets. The Department is also purchasing additional helmets.

Subcommittee Member Davis requested an update on the pedestrian improvements at Scottsdale and Camelback. Ms. Conklu stated that they are completing the last 700 feet of path north of Camelback and east of Scottsdale Road. This is the last piece of path along the canal in Scottsdale. Sidewalk is needed on the north side of Camelback in the vicinity. Bulb-outs were added in the entertainment district to make crosswalk areas shorter. A lighting project is also in process. The police department closes a "U" area of one-way streets around the entertainment district on weekends, including barricades. The Department is considering bollards or other tools that will assist with these closures. It is expected that design will be complete by August. The remaining Downtown pedestrian funds will be used. The project is expected to be complete in winter. This is dependent upon City plan review.

The private development project east of the canal will include construction of a pedestrian bridge across the canal in the area. The path on the south side will not go the full length, but will include a partial path with the design to include a method for community access.

## **7. SUBCOMMITTEE IDENTIFICATION OF FUTURE AGENDA ITEMS**

Chair Kuzel would like to see the collision reports return to the agenda.

Ms. Conklu noted that bike signal detection had also fallen off the list. Chair Kuzel agreed that it should be on the agenda as well. It may also be helpful to provide ride share data.

Ms. Conklu also suggested discussion regarding inventory of bollards, striping, maintenance and potential liability for accidents involving bollards.

Subcommittee Member Davis requested an update on the Westworld trail connections project.

Ms. Conklu stated that September will be the City's bike pedestrian applications to MAG for 2023 and 2024 construction. She offered an update on progress at the time.

#### **8. PUBLIC COMMENT**

There were no comments.

#### **9. ADJOURNMENT**

With no further business to discuss, being duly moved by Subcommittee Member Levie and seconded by Subcommittee Member Davis, the meeting adjourned at 10:44 a.m.

AYES: Chair Kuzel, Commissioner Ertel, Subcommittee Members Davis and Levie.

NAYS: None

SUBMITTED BY:  
Frances Cookson

Staff Representative

**\*NOTE: These are summary action meeting minutes only. A complete copy of the audio/video recording is available at <http://www.scottsdaleaz.gov/boards/Transp.asp>**